

INDIANA TRANSPORTATION ENHANCEMENT (TE) PROGRAM GUIDE

2003-2004



APPLICATIONS DUE: December 12th, 2003

<1> *What is the Indiana Transportation Enhancement Program?*

A provision of the Inter-modal Surface Transportation Efficiency Act of 1991 (ISTEA) required states to set aside ten percent of their Surface Transportation Program (STP) funds for projects that enhance the existing transportation system. Each state has the flexibility to create a program to best suit its respective needs within the limits of the law. This program was continued and somewhat expanded in 1997 under TEA-21 (Transportation Equity Act for the 21st Century).

Based on Indiana's anticipated apportionment, approximately \$15-\$16 million in federal transportation funds could be available annually for enhancement projects through FY 2009. These funds will provide reimbursement of up to 80 percent of a project's eligible cost.

Transportation enhancements (TE) are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's inter-modal transportation system. The transportation enhancement program funds a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. Maintenance, operations & staffing costs are not eligible for TE funding.

Transportation enhancement funding is a cost reimbursement program and not a grant. At least 20 percent of a project's cost must be paid for by the applicant.

<2> *What kinds of projects are considered transportation enhancements?*

The following is a list of activities and facilities eligible for funding under the Transportation Enhancement (TE) Program.

1. Provision of facilities for pedestrians and bicycles
2. Acquisition of scenic easements and scenic or historic sites
3. Scenic or historic highway programs (including provision of tourist and welcome center facilities)
4. Landscaping and other scenic beautification
5. Historic preservation
6. Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
7. Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bike trails)
8. Control and removal of outdoor advertising
9. Archaeological planning and research
10. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
11. Provision of safety and educational activities for pedestrians and bicyclists
12. Establishment of Transportation Museums

<3> *What are the typical project components?*

Preliminary engineering (PE) (80% reimbursable item if approved) Local share is 20%:

- Pre-agreement costs: Arch, engineering, and architect
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Right-of-way (80% reimbursable item if approved) Local share is 20%

- Scope of work meeting to be held before any work is accomplished to ensure compliance with the INDOT Land Acquisition requirements.

- Right-of-way can be used as match.
- Please note that initiating agency must pay 100% to property owners and then turn in claim for 80% reimbursement.

Construction (80% reimbursable item if approved) Local share is 20%

- The State will advertise for construction bids, award and make payments to the contractor. The State will request the 80% Federal funds and 20% local match to reimburse the contractor at the time of bid letting. The bid letting and this funding activity take place when all the above described activities have been accomplished.
- In some cases, for projects under \$50,000, the initiating agency may accomplish the work by Force Account Agreement. This is where the initiating agency would subcontract some of the work and use local forces on the rest. An agreement between the State and Local initiating agency must be executed to accomplish this.
- Construction supervision is required on all projects.
- The appropriate supervision of the contractor is accounted for.
- Final Construction Record, which includes daily reports, material records, quantities for payment and documentation on the project to satisfy INDOT and federal audit procedures.
- Agreement between the State and Local initiating agency must first be executed to accomplish this.
- Expenditures made prior to a funding award may not be eligible for re-imbursement or considered for match.

<4> *What monetary issues do the applicant need to consider?*

This program is primarily a reimbursement program that follows rules established for federal and state highway programs and differs significantly from federal or state grant programs. A funding award under this program is *not* a grant, but one in which prior approved expenses are reimbursed.

Eligible Match

- This program does not allow project funds to be paid up front, as do other federal grant programs. *Please note: money expended prior to project approval cannot be reimbursed, and will not be counted as local match.* Acquisition of right-of-way by either purchase or donation should only be done after obligation of funds by INDOT.
- Federal highway program rules do not allow the use of other federal transportation funds to match federal transportation enhancement funds. State funds, local funds, private donations, and some federal dollars (etc.) may serve as an eligible match
- All cash match must come from the Local Public Agency (LPA). The LPA will enter into an agreement with INDOT delineating their responsibilities. The initiating agency will be required to appropriate their matching funds prior to the State construction bid letting and send the matching dollars in to INDOT shortly after the bids are accepted. INDOT will make construction progress payments as the project progresses and funds are expended.

Land Donations

- The fair market value of donations of needed right-of-way by private entities (property owners) may be used as part of the local match for federal funds. These donations must involve the transfer of real property interest

from a private entity to an LPA or the non-profit project sponsor. All donors must be fully informed of their rights to be compensated. The use of private donations for the purpose of matching funds must be approved in advance by INDOT prior to the application submittal by the LPA or MPO. Federal considerations concerning right-of-way acquisition apply. Know these requirements before undertaking any right-of-way activities.

<5> *How will the transportation enhancement program be managed?*

INDOT will maintain and manage all aspects of the program. It will coordinate project selection and evaluation with the appropriate agencies.

The enhancement program is based on a cooperative working arrangement involving the Indiana Department of Transportation (INDOT), the Metropolitan Planning Organizations (MPO), the Indiana Department of Commerce (IDOC), the Indiana Department of Natural Resources (IDNR), the Association of Indiana Counties (AIC), and the Indiana Association of Cities and Towns (IACT).

In metropolitan planning areas, the MPOs will play a primary role, which will include public involvement activities. All applicants with candidate enhancement projects in the urbanized area of a MPO will send their completed applications, not to INDOT, but to the MPO. The MPO will then review the application and provide comments. If more than one application is received, the MPO will prioritize the applications. Then the MPO will forward all the completed applications to INDOT. Outside of the urbanized areas, INDOT will directly receive projects submitted by local governments and qualified agencies.

Following MPO review, the INDOT Enhancement Oversight Committee, will evaluate and prioritize applications. The Enhancement Oversight Committee will prepare a list of recommended projects for consideration by INDOT's Commissioner and the Governor. Approved projects will then be programmed into the INDOT production schedule and then into the Indiana Statewide Transportation Improvement Program (INSTIP). INDOT will also request that MPOs program into their TIPs those approved projects that are located inside their urbanized areas.

<6> *Who can apply?*

All projects must be endorsed by a state agency or local government agency, i.e., a unit of government with the authority to levy taxes. In all rural areas, the highest local elected official having jurisdiction and responsibility for project implementation must endorse projects. In addition, projects inside an MPO study area must be endorsed by the MPO having jurisdiction and included in their Transportation Improvement Plan (TIP). The MPO within Indiana's urbanized areas are shown in the Attachments. The highest local elected official of each jurisdiction must approve multi-jurisdictional projects.

INDOT, IDNR, and IDOC can also propose and develop their own enhancement projects, either as part of the Indiana Statewide Transportation Improvement Program (INSTIP) or as independent projects. These projects will be coordinated with affected state agencies and MPOs and compete on an equal footing with applications from local agencies.

Federal legislation always encourages the participation of citizen groups and not-for-profit corporations interested in enhancement projects.

<7> *Application Process*

All applications shall include the following:

1. Completed INDOT Transportation Enhancement Application Form and the category application page, which best applies. Please keep application brief and to the point. Limit each application to one project.

2. Include additional information pages if needed, a map, pictures, a narrative discussing local match, etc. Also submit a detailed budget for your total project with itemized cost estimate, remembering the \$1,000,000 federal funds cap and the need to phase your projects accordingly.
3. The signature page must be signed by the highest local elected official, contact person and the MPO (if applicable).
4. Five copies of each application are required.
5. Re-submissions for future cycles will be accepted; however, the application must be updated and need to observe the latest guidance and requirements. You must show progress on previously awarded projects if seeking additional funding.
6. Here is a bulleted list of six suggestions when submitting an application for TE reimbursement.
 - Matches showing more than 20% are looked upon favorably.
 - Phase projects to accommodate \$1,000,000 maximum award.
 - Stay within the guidelines of the application. Do not exceed word or page limitations. Do not leave any applicable areas blank.
 - Public interest and support are required and must be illustrated.
 - Select the most applicable category as it applies to your project. Selecting the wrong category(ies) could result in the wrong committee members reviewing your application and thus, scoring them poorly.
 - You must demonstrate a connection with your project to surface transportation.

<8> *What are the Criteria for TE projects?*

Pedestrian/Bicycle Facilities

Bicycle and pedestrian facilities include a variety of non-motorized transportation projects available to the general public. These projects must not be limited to recreational only facilities. Projects in this category must connect to more than one location, such as a residential area to a school or work center. Any projects meeting these basic requirements can be considered. Projects exhibiting one or more of the following characteristics will be assigned higher priority than similar projects without these key features:

- Viable transportation alternatives capable of relieving congestion and/or improving air quality, especially projects supportive of multi-modal transportation.
- Projects requesting funding to acquire land for trails.
- Multi-jurisdictional projects.
- Projects that join or extend an existing bicycle or pedestrian facility.
- Contributes to a local or state bicycle/pedestrian system identified in plans adopted by the appropriate governing entity.
- Multi-use facilities usable by more than one group (i.e. hikers, walkers, runners, bicyclists of all types, cross-country skiers, skaters, horse riders, the physically challenged, families, the elderly, etc.), especially facilities serving utilitarian as well as recreational travel needs. Typically such facilities are more than 10 feet wide.
- Projects that include support facilities to enhance pedestrian and bicycle travel, such as rest rooms, drinking

fountains, picnic shelters and bicycle racks.

- Applicants that have not received enhancement funds for trails in the past.

Proposed projects should **not** seek to establish a pedestrian public grade crossing at points where the project crosses an active rail line. If a project does require the establishment of a grade crossing, the applicant should be prepared to discuss what action it will take to ensure the safety of pedestrians as well as the railroad which would be affected. Under **Indiana Code 8-6-1-7**, an entity that plans to establish a public grade crossing **must petition and receive approval** from INDOT before a crossing can be established. Railroads have actively objected to creating such crossings.

Acquisition of Easements for Scenic or Historic sites

- Includes the use of funds for the purchase, transfer or trade of property interest or real property (land) which has significant aesthetic, natural, visual or open space values. Use of funds is limited to lands and property listed in or eligible to be listed: the National Register of Historic Places, Indiana Register of Historic sites and structures, the National Natural Landmarks Registry or the Indiana Natural Areas Registry.
- Acquisition activities should reinforce scenic or historic highway programs, state and local tourism effort, historic preservation efforts or natural resources efforts.
- In all instances, an appropriate state or local not-for-profit entity should be identified to hold title to the ownership interest, which is being acquired. For example, title to a scenic easement might be given to the Department of Natural Resources, a county parks department or a not for profit group such as the Natural Lands Trust or Historic Landmarks Foundation. The significant physical features of any property interest that is acquired can be protected through the use of protective covenants, deed restrictions, easements, purchase of development rights and/or ownership.
- Funds may be used for transaction costs of land acquisition including appraisals, surveys, legal costs, or purchase costs. Easements shall remain in perpetuity. Any organization that acquires an interest in property shall have the resources to monitor and/or enforce appropriate mechanisms to preserve the scenic or historic interests that are acquired. The State of Indiana shall have a remainder interest should the holder of an easement cease to exist for any reason.

Scenic or Historic Highway Programs

Currently, Indiana has two designated scenic byways: the Ohio River Scenic Byway and the Historic National Road. The more significant the route is on an international, national and state level, the more likely it is the route will receive national designation status and consideration for TE funds. A separate process exists for designating scenic byways in Indiana.

Some routes in Indiana carry designations other than scenic byway, such as memorial highways, heritage routes, historical trails, etc. Though these routes are eligible for TE funding under this category of improvements, priority will be given to projects along designated scenic byways, particularly national scenic byways.

- A road or highway must display certain qualities in order to be designated as a scenic byway. It must be scenic, historical, recreational, natural, cultural or archaeological in character. Many scenic byways feature more than one of these characteristics.
- Any location seeking funds under this category must have legal public access and the project must have strong local support.
- Projects along designated scenic byways are preferred for funding under this category of TE projects in Indiana. A specific National Scenic Byway must be identified in connection with a proposed scenic byway project to be considered a priority.

- Projects along alternate routes or duplicate routes would not be considered scenic byway projects for the purposes of TE funding.
- Projects that enhance pedestrian or bicycle travel along the scenic byway, memorial highway, heritage route or historic trail would be eligible for TE funding under this category.
- Tourist information and welcome centers specifically associated with the designated scenic byway and developed to enhance travel along the scenic byway will receive priority for Transportation Enhancement funding. Tourist information and welcome centers along other types of routes are also eligible for TE funding.

Landscaping and other Scenic Beautification

Landscape projects that enhance the aesthetic or ecological resources along, or at points of access to, transportation facilities and corridors.

- Projects must be part of a comprehensive redevelopment strategy for the area in which the improvement will be made. Projects should significantly further state and local tourism, recreation, or community development efforts.
- A proposed landscaping effort should be comprehensive in nature and applicants must demonstrate local long-term capacity to maintain and/or operate any improvements.
- Funds will not be used for routine or incidental maintenance or erosion control activities.

Historic Preservation

These projects must involve properties listed in or eligible for listing in the National Register of Historic Places in order to qualify for funding. Please contact the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology if determination of eligibility is needed prior to submitting the transportation enhancement application.

- Projects that involve mitigation required by federal law are not eligible for funding. Historic preservation projects may include the rehabilitation, preservation, restoration, stabilization or acquisition of any historic building or object. All project work must meet the Secretary of the Interior's "*Standards for Historic Preservation Projects*".
- The objective of projects in this category should be to improve the ability of the public to appreciate the historic significance of the properties involved.
- Projects in this category that meet both of the following criteria will be given particular consideration. (A). Are transportation-related historic properties and/or (B). Are of national or statewide historical or architectural significance.

Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including historic railroad facilities and canals)

Below are key definitions used in this aspect of the program.

- "Historic Transportation Buildings" are buildings associated with the use, construction, or maintenance of any mode of surface transportation, and listed or eligible for listing in the National Register of Historic places.
- "Historic transportation structures and facilities" include tunnels, bridges, trestles, embankments, rails or other non-operational vehicles, canals, viaducts, tow paths, and locks, stations, and other manmade surface

transportation features. All such structures and facilities must be listed in or be eligible for the National Register of Historic Places.

- "Rehabilitation" means the process of returning the property to a state, which makes possible a contemporary use while preserving the significant historic features of that property.
- "Operation" means the provision of access and service in a manner related to both the continuation of a contemporary transportation or non-transportation use consistent with the historic character of the property and open to the general public.

Projects that include mitigation required by federal law are not eligible for funding. Otherwise, the work must meet the Secretary of the Interior's "*Standards for Rehabilitation*".

The following types of projects will be given particular consideration.

- Railroad depots and railroad facilities (including interurban)
- Covered bridges
- Iron truss bridges
- Early 20th Century concrete and masonry bridges, bus depots
- Lighthouses
- Ferries and historic ships or vessels in Indiana waterways

Preservation of Abandoned Railway Corridors

Abandoned railroad rights-of-way are a unique and valuable resource because they transcend political and private property boundaries and provide unparalleled transportation and recreation opportunities. The Indiana Department of Transportation assigns the highest priority to activities that preserve abandoned railroad corridors. All projects must involve right-of-way acquisition. Project initiators must intend to provide for use by the general public. Any projects meeting these basic requirements can be considered.

Projects exhibiting one or more of the following characteristics will be assigned higher priority than similar projects without these key features:

- Non-motorized transportation uses
- Preserves or restores native prairie ecology
- Protects endangered or threatened animal species and their habitat
- Project is continuous and over 5 miles long
- Joins or extends other railroad corridors already being preserved for public uses
- Contributes to a local or state bicycle/pedestrian system
- Projects that join or extend an existing bicycle or pedestrian facility

Proposed projects should **not** seek to establish a pedestrian public grade crossing at points where the project crosses an active rail line. If a project does require the establishment of a grade crossing, the applicant should be prepared to discuss what action it will take to ensure the safety of pedestrians as well as the railroad which would be affected. Under **Indiana Code 8-6-1-7**, an entity that plans to establish a public grade crossing **must petition and receive approval** from INDOT before a crossing can be established. Railroads have actively objected to creating such crossings.

Control and Removal of Outdoor Advertising

Priority should be given to the removal of outdoor advertising signs, displays and devices on designated scenic byways or in areas where local or state laws or ordinances ban new billboards, and/or in conjunction with other transportation enhancement projects.

Archaeological Planning and Research

"Archaeological planning and research" includes, but is not limited to: research on sites eligible for transportation enhancement funds; experimental projects in archaeological site preservation and interpretation; plans to improve identification, evaluation, and treatment of archaeological sites; problem-oriented syntheses, using data derived from (though not limited to) transportation - related archaeological projects; development of national and regional research designs to guide future surveys, data recovery and synthetic research; and projects having similar purposes carried out in partnership with other federal, state, and local government agencies and non - governmental organizations.

Projects that include mitigation required by federal law are not eligible for TE funding.

Projects that involve the following will receive particular consideration:

- Identification of prehistoric and historic archaeological sites in planned or future transportation rights – of - way.
- Identification of important archaeological sites along existing transportation routes.
- Interpretation of important archaeological sites along historic transportation routes as part of tourism.

Mitigation of Water Pollution due to Highway Runoff and Reduced Wildlife Mortality

This category is for facilities and programs that minimize pollution from storm water runoff from transportation facilities in environmentally sound ways over and above the current requirements and procedures for such mitigation. Projects that demonstrate aesthetic and ecological mitigation methods and that enhance recharge will be considered. This category of Enhancement improvements can also fund facilities that reduce wildlife injuries and fatalities due to vehicle traffic. It is important that these facilities help maintain or improve habitat connectivity.

Safety and Educational Activities for Bicyclists and/or Pedestrians

Eligible activities under this category include events and materials used to promote increased safety of non-motorized travelers. School-aged children are especially targeted for safety materials. Events include but are not limited to bicycle rodeos, safe crossing initiatives, and expenses associated with hosting conferences specifically addressing pedestrian and bicycling safety. Registration and travel expenses for attending conferences, however, are not eligible under this category. Events must be accessible to the general public and materials must be available without charge to the public.

Establishment of Transportation Museums

Museums designed to commemorate surface transportation or specific modes of transportation are eligible for funding through the Transportation Enhancement Program. This category may be used to fund a new facility, add on a transportation wing to an existing facility, or convert an existing building. Purchase of artifacts necessary for the creation and operation of the facility are eligible. The museum function must be the principal and dominant function of the museum building and associated facilities. All buildings must be ADA compliant and the museum must be open to the public and staffed on a full time basis.

<9> How will potential projects be selected for funding?

INDOT will receive and review all projects submitted and the transportation enhancement oversight committee will assist INDOT in the review process. The enhancement oversight committee will submit their recommendations to INDOT, which will review and develop the overall project list, based on available funding and the projects' merits according to established selection criteria. General project acceptability is improved where the following suggestions are observed by project applicants.

- The local public agency is funding more than the required 20% match.
- The local public agency is initiating early coordination with appropriate agencies in preparation for the approval of the environment document. After funding approval, a scope of work meeting is scheduled with INDOT's local transportation section to discuss project details. The environmental document can be subsequently submitted and approved.
- The local public agency is aware and has taken into consideration the fact that steps taken as outlined above involve a funding risk if the project is not approved for funding.
- There is urgency due to imminent danger to the resource in question.
- The project has support from other existing plans (comprehensive plans, land use plans, state or local trail plans, cultural or historic preservation plans, community-economic or tourism development plans, etc.).
- The level of public participation has been and remains high throughout the life of the project.
- There is a viable strategy and specific funding for long-term maintenance.

Final approval will be determined by the Office of the Governor of Indiana after endorsement by the Enhancement Oversight Committee and the Commissioner of the Indiana Department of Transportation.

All approved transportation enhancement projects will be listed in the Indiana Statewide Transportation Improvement Program (INSTIP). Once again, all projects located within the jurisdiction of an MPO need to be programmed in the MPO's TIP. The total cost of programmed projects in any fiscal year cannot exceed the obligation authority for that year.

<10> *What is the development time for a typical TE project?*

- 1) Environmental, Preliminary Plans, Field Check, 55% Complete, 12 Months
- 2) Public Hearing, 70% Complete, 16 Months
- 3) Final Plans, R/W Clear 90% Complete, 20 Months
- 4) Tracing/Contract Documents, 24 Months

Total development time is usually 24-28 months.

<11> *Whom do I contact if I have a question about the overall guidelines?*

Transportation Enhancement Program Manager: Gerald G. Nieman
Indiana Department of Transportation
Division of Multi-Modal Transportation
100 North Senate Ave., Room 901
Indianapolis, IN 46204

Phone: 317-232-5224

FAX: 317-232-1499

E-MAIL: gnieman@indot.state.in.us

<12>To whom do I send a completed application if not in an MPO area?

Indiana Department of Transportation
Attn: Gerald G. Nieman
100 North Senate Avenue, Room N901
Indianapolis, Indiana 46204-2218
Phone (317) 232-5224
Fax (317) 232-1499

<13> To whom do I send a completed application if the project is inside an MPO area?

Please contact the following Metropolitan Planning Organization appropriate for your location:

Mr. Jerrold Bridges, Executive Director
Madison County Council of Governments
County Government Center
16 E. 9th St., Room 100, Box 36
Anderson, IN 46016
Phone: (765) 641-9482
Fax: (765) 641-9486
E-mail: jbridges@mccog.net

Mr. Frank Nierzwicki, Long Range/Transportation Manager
Bloomington City Plan Commission
Box 100, Showers Center City Hall
Bloomington, IN 47402
Phone: (812) 349-3423
Fax: (812) 349-3443
E-mail: nierzwif@city.bloomington.in.us

Ms. Rose Zigenfus, Executive Director
Evansville Urban Transportation Study
316 Civic Center
Evansville, IN 47708
Phone: (812) 426-7833
Fax: (812) 426-7834
E-mail: rzigenfus@evansville.gov.org

Mr. Daniel Avery, Director
Northeastern Indiana Regional Coordinating Council (NIRCC)
Department of Planning Services
1 Main St., City - County Building Room 630
Fort Wayne, IN 46802
Phone: (219) 449-7309
Fax: (219) 449-7682
E-mail: dan.every@co.allen.in.us

Mr. Michael Dearing, Administrator
Division of Planning, Department of Metropolitan Development
200 E. Washington St., Suite 1841
Indianapolis, IN 46204
Phone: (317) 327-5139
Fax: (317) 327-5103
E-mail: mdearing@indyqov.org

Mr. Larry Ives, Transportation Director
Kokomo and Howard County Governmental coordinating Council
120 E. Mulberry Street, Suite 116
Kokomo, IN 46901
Phone: (765) 456-2336
Fax: (765) 456-2339
E-mail: khcgcc@aol.com

Mr. James D. Hawley, Executive Director

Tippecanoe County Area Plan Commission

20 North Third Street
Lafayette, IN 47901
Phone: (765) 423-9242
Fax: (765) 423-9196
E-mail: jhawley@county.tippecanoe.in.us

Mr. Harold Tull, Transportation Planner
Kentuckiana Regional Planning and Development Agency (KIPDA)

11520 Commonwealth Drive
Louisville, KY 40299
Phone: (502) 266-6084
Fax: (502) 266-5047
E-mail: harold.tull@mail.state.ky.us
Website: www.kipda.org

Ms. Marta Moody, Executive Director
Delaware-Muncie Metropolitan Plan Commission

Delaware County Building
100 West Main Street, Room 206
Muncie, IN 47305-2827
Phone: (765) 747-7740
Fax: (765) 747-7744
E-mail: mmoody@co.delaware.in.us

Mr. James E. Ranfranz, Executive Director
Northwestern Indiana Regional Planning Commission (NIRPC)

6100 Southport Road
Portage, IN 46368
Phone: (219) 763-6060
Fax: (219) 762-1653
E-mail: jranfranz@nirpc.org

Ms Sandra M. Seanor, Executive Director
Michiana Area Council of Governments (MACOG)

227 W. Jefferson Blvd.
1120 County-City Building
South Bend, IN 46601
Phone: (219) 287-1829
Fax: (219) 287-1840
E-mail: sseanor@aol.com

Mr. Merv Nolot, Executive Director
West Central Indiana Economic Development District, Inc.

1718 Wabash Avenue. P.O. Box 359
Terre Haute, IN 47802
Phone: (812) 238-1561
Fax: (812) 238-1564
E-mail: mnolot@abcs.com

<15> Who do I contact if I have a question about TE outside an MPO area?

Please consult the local assistance coordinators at INDOT district offices:

Crawfordsville District Area: Please call (765) 362-3700

Fort Wayne District Area: Please call (219) 484-9541

Greenfield District Area: Please call (317) 462-7751

LaPorte District Area: Please call (219) 362-6125

Seymour District Area: Please call (812) 522-5649

Vincennes District Area: Please call (812) 882-8330

If you have questions, please feel free to contact the local assistance coordinator or district development engineer at the district office near you.